

The National *Falcon* News



Chuck and Carolyn Beason
Titusville, Florida

1965 Falcon Sprint
2008 National Meet Best of Show Winner

DECEMBER 2008
FREQUENT CONTRIBUTOR APPRECIATION ISSUE

Cover: Chuck Beason

Chuck and Carolyn Beason of Titusville, Florida purchased this Sprint hardtop in August, 1989 in Overland Park, Kansas at the 10th National Convention. Chuck writes, "When I first saw the Sprint I knew I just had to have it and I can't explain why. When Carolyn saw it, her comment was 'What happened?'" referring to its condition.

Now after many years of blood, sweat, tears and yes, a few dollars, it is back to its original Springtime Yellow color and made its first National Convention since 1989. Much to my surprise, the Sprint was awarded the "Best of Show" award. To be recognized by fellow Falcon Club of America members as "Best of Show" is such an honor. Thank you very much."

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The National *Falcon* News

December 2008



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Ramona and I decided some months ago that we would attend the nationals this year in Springfield. We signed up early and decided to figure out the minutia later. The original plan was to bring Eddie, the Ranchero, which we would tow behind our GMC truck. We were able to secure a one week stay in Branson as an added feature to the trip. However, the price of gasoline rose drastically after our initial plans were made.

We subsequently opted to scrub towing the Ranchero in favor of taking our economy car. Now this is very strange, and we feel a bit like traitors, but the best car for this trip was our 2006 C6 Corvette. Of course, we love Fords and we especially love the Falcons, but this was a matter of economics, comfort, and a bit of speed. I only trounced it a few times.

Here is a picture of our day of departure. The Falcons are none too thrilled about this.



Now the reason we took the Vette is simple, and no one wants to believe this but, it gets 32 miles per gallon on the highway. You read this right, 32 genuine MPG on the road. The only requirement to attain this level of performance is to set the cruise control at no more than 65 MPH, and resist the temptation to change it. Personally I was forced to bury the gas pedal once or twice, but with my driving and Ramona's conservative driving, we managed to be happy at the 32 MPG. I recommend the new Corvette if you are looking for an economy car.



After we bid adieu to the Colorado River for about the next ten days, we stopped in Denver to check out a new

grand niece. She was a beauty, but after she egressed her lunch, we decided that we had better keep moving.

Our goal for the day was to reach Salina, Kansas which we did, but not until about midnight.



As you can see, our welcome to Kansas was a dark sky and a bit o' nasty weather to which Corvettes do not adapt particularly well. We muddled through moderate rain, really scary lightening, and really scary truck drivers who were not amused at our 65 mph resolve. Arriving in Salina was quite a milestone. We love Kansas but 200 miles of eastern Colorado and another 200 miles of western Kansas is enough to suck the energy out of an A- bomb.

We slept well, of course, and got an early start onward and eastward. Here is proof positive that we were in Kansas, Toto.



WEDNESDAY JULY 16TH

We had an extra day to goof off, so we decided to spend the next day and night in Lawrence, KS. Ramona was born there in 19—something. Best that I don't go further with this. We visited Kansas University, bought some Jayhawk stuff and enjoyed an easy day in town.

—Continued on page 4

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The next day, July 17th, we planned to stop in Springfield for a bit, check out some Falcons, then drive on to Branson to our accommodations. We had hoped to see some Falcons on the road while en route to the nationals, but so far nothing. We stopped in Clinton, Missouri for a quick pit stop and a cuppa Joe. Wow, so different from our area. We knew then that we had, transcended into the true Midwest.



Back on the road somewhere outside of Clinton, Ramona and I marveled at the green rolling hills of Missouri, the beautiful ranches and all the agricultural activity. It was Mid-America as we had always imagined. While in a mode of eating up miles and just wishing we could get there, Ramona pointed out a sign that warned of Amish traffic on the roadway. "No honkin' way," says I. "The Amish only occupy Pennsylvania," this said as Ramona rolls her eyes. The next thing I saw was this Amish daredevil, negotiating his way across the interstate



OK, now I'm a believer. Car guys are not always the most well read students in the garage.



Many more miles down the road, through my rear view mirror, I thought I saw a Falcon in the distance rapidly approaching. But perhaps not, as it seemed to be going too fast. Well, maybe, hmmm, I do believe it is an orange 1960.

We brought along a bumper sticker type sign that I customized. I got it from the U.S. Air Force Academy, whose team mascot is the Falcon, the bird. If you go to the U.S. Air Force Academy gift shop on the internet, you can purchase many cool items with Falcon stuff written all over them.

My sign originally said something like "Air Force Academy, Go Falcons." I cut off the Air Force part so it just said "Go Falcons." This little orange job, a 1960 station wagon was passing me at quite clip, so I had to step on the gas pedal to maintain eye contact with the driver. I honked my horn, and when he looked over and saw my "Go Falcons" sign, he burst into an incredulous looking smile/laugh and waved and honked back at us. The driver turned out to be Les Lyons of the Mid America Chapter and we ended up being good ol' fast hand-shaking friends. Les hadn't wanted to tell the story of the couple in the Corvette holding up a "60 Falcon" sign, for fear it would sound too fabricated. I later had to tell him that it actually said "Go Falcons."



Les' car at the show, later, in the parking lot.

—Continued on page 15

President's Message

Chuck Beason

As we approach the Holiday Season, we will remember family and our many Falcon friends. Let us not forget this great country we share and the brave men and women serving in our armed forces around the world. Thank them for their service as opportunity permits.

Photo Parade coverage of the 29th Falcon Club of America National Convention does not appear in this issue, but please enjoy our expanded full photo coverage from field correspondents Wally Till, Ted Boothroyd, Phil Barber and others. Many thanks to all who contributed; this issue is dedicated to all of our Frequent Contributors.

The National Convention was a huge success and enjoyed by all in attendance. Thanks to the Founders Chapter, Wheat State Chapter, Mid-America Chapter, Sooner State Chapter and the Gateway Chapter for hosting this event.

Please join me in welcoming our newest Chapter, "Wild West Falcons of Western Colorado Chapter." This Chapter will be headquartered in Grand Junction, Colorado and cover the

surrounding area including parts of eastern Utah. We look forward to seeing this group at future events.

Mark your calendar for the 30th National Convention of the Falcon Club of America, July 16-18, 2009 hosted by the Mason Dixon Chapter. Please plan to join the hundreds of Falcons for the "Dash to Dover."

At this time Carolyn and I would like to take this opportunity to wish each and every one of you a very happy and safe Holiday Season.

Seasons Greetings, and Remember, Take a Kid to a Car Show.



Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
(559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(952) 334-1654

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

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WEB SITE

www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Featured Falcon For Sale



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.



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A BRIEF HISTORY OF THE CONVERTIBLE AUTOMOBILE

By Ted Boothroyd

Way back in the late 19th century and early 20th century, the original automobiles were all convertibles. At least they were "open" cars as we call them today. Cars back then, evolved from the horse and buggy, covered wagon and other such modes of transportation. Even bicycles were "open". As technology allowed, canvas covers were designed to provide comfort and protection from the elements. The first all-steel body by Budd, was introduced on the new 1914 Dodge Brothers car. Roadsters and touring cars of the period gradually gave way to the more reliable "closed" cars. Even though canvas tops provided shelter from the elements, due to various imperfections, they did not keep the driver or riders warm and dry. By 1925, open car sales were but a small percentage of the total.

The concept of the open car however, never lost its appeal as being a sporty and adventurous mode of transportation. That in fact, is why the convertible car is popular today both as a modern vehicle and a collectible. Now we refer to an open or touring car as an old car with side curtains rather than roll-down windows. A convertible is a car with a folding top and roll-down windows. Other names such as the Phaeton and Cabriolet have been used occasionally, but the term convertible is the most common in North America. The first true convertibles were introduced just before the depression of 1929. This event obviously hurt the automobile industry, but even more profoundly in the area of sport vehicles. Convertible cars floundered for about a decade when Plymouth introduced a "power-top" convertible in 1939. The power was in the form of pneumatic cylinders, which made the chore of raising and lowering the top much more convenient.

As World-War II developed, once again the lowly sports car market fell, and all cars were limited in production. It was not until the prosperous 50's that sporty cars were again becoming popular. The convertible has endured a rocky up and down ride ever since. For about a five-year period in the 70's, during the oil embargo and other events, the convertible was not manufactured. Many folks thought this was because of some legislation imposed by government. The real truth of the matter was that manufacturers were operating just like they always do; no buyers, no money, no product.

Lee Iacocca is generally credited with the return of the convertible car, when he introduced the 1982 Chrysler Le Baron convertible on the K-car chassis. Thanks to Mr. Iacocca, the return of the convertible has enjoyed a long and steady period of manufacture.

Recommendations for the Care of a Convertible Top

Thanks to Robbins Auto Top Company, Inc.

ALWAYS Leave a new top and glass or plastic window in the up position for a minimum of 24 hours after installation. This allows the top to become seasoned to the frame.

ALWAYS Leave top in the up position overnight or whenever you are not driving. This helps retain the original shape, resists shrinkage and avoids wrinkle in the material.

ALWAYS Keep the well area free of objects, especially if you have a glass window. Objects other than the top itself can cause damage to the top and windows and to the frame. Provide a cushion of soft cloth or the plastic window. They are very easily scratched.

ALWAYS Unlatch the top at front before zipping or unzipping a window to the top fabric.

DO NOT -- Raise or lower the top or its windows when the temperature is under 40 degrees F (5 C). Damage can occur.

DO NOT Lower your convertible top when it is wet. This can cause discoloration and other damage.

DO NOT Store away wet boots or tonneau covers. This can cause discoloration and/or shrinkage.

Cleaning Tips

ALWAYS Keep your top and window clean.

ALWAYS Wash tops and window in the shade.

ALWAYS Wash entire top at the same time. Spot cleaning can cause rings and bright spots.

ALWAYS Wet entire car before sudsing top. Use sponge or soft bristle brush to apply suds. Do not use a chamois or cloth, as these fabrics will leave lint.

ALWAYS Rinse well to remove all traces of soap. Wipe off excess water with sponge. Be careful to rinse entire car as well, to avoid streaking paint.

ALWAYS Install boot after cleaning, while still damp to preserve fit and shape.

ALWAYS Move car into direct sun after cleaning and thoroughly rinsing to dry. Chamois all excess water off body of car.

DO NOT Use detergents, bleaches, harsh cleaners, commercial cleaners or abrasives.

DO NOT Use dry-cleaning solvents.

DO NOT Use hot water.

DO NOT Cover convertible tops when wet or damp. This can lead to mildew growth and in extreme cases can cause discoloration or rotting of material to occur.

Note

Robbins Auto Top Company does not endorse any specific convertible top cleaner other than MALCO products, which are widely available. However, there are other products available at Auto Parts stores that are specifically designed for the care and cleaning of convertible tops. It is prudent and responsible of the buyer to read product labels and ensure that the product and its application is appropriate for your particular fabric.

Ted Boothroyd (FCA #6527) of Grand Junction, Colorado is a Frequent Contributor to The National Falcon News. This article is reprinted here by popular demand.

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FALCON YEAR

1960

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Waveland, MS 39576
FalconClub@aol.com, 228-466-4349

1961

Phil Barber, 2574 Riva Rd., #17-A,
Annapolis, MD 21401
PBarberpr@aol.com, 410-266-8271

1962

Glenn Vandierendonk, 4305 N. Spruce,
Kansas City, MO 64117
816-452-1967

1963

Bob Passino, 5188 E. Henrietta Rd,
Henrietta, NY 14467
Mattyp8@juno.com, 585-334-6779

1964 Convertible

Russell Hoeksema, 4519 56th St., W.
Bradenton, FL 34210

1964 HT & Sedan

Richard E. Alyea, 1817 N. Timber Ave.,
Bethany,
OK 73008-5726, 405-789-6592

1964/1965 Station Wagon.

Frank Servas, P. O. Box 10,
Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher, 8301 W. 92nd Terrace,
Overland Park, KS 66212

1966

Phil Warren, 602 N. Harrison,
Spring Hill, KS 66083
913-592-3571, pwrrn@cebridge.net

1967

Don Anderson, 2082 Cooper Way,
Jonesboro, GA 30236

1968

Leon Grantham, 8108 E. 59th St.
Kansas City, MO 64129
816-353-3084

1969

Vacant

1970/1970½

Merl Hayn, 14942 S. Maple Rd.,
Argos, IN 46501-9525
574-892-6309

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Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1967 Falcon Sedan six cyl, White two door. Some rust, couple of dents \$400. Runs good, new brakes Louis C. West 732-946-7299. Central NJ.

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

1965 Falcon Futura Convertible factory original ragoon red with red interior, black top V8, four speed bench seat with 63,000 miles. No rust, original body panels. \$16,500 OBO. Must sell. Call Ed, 610-746-3056. PA.

1964 Ford Falcon Futura. 200 Cu. in., six cylinder, turquoise interior and exterior, 50,000 original miles, good condition, asking \$12,000. Call Joe, 614-581-0130. OH.

1964 Deluxe Ranchero. rare 66H code, 900 made. Unmolested stock, matching numbers, excellent shape top and bottom.

115,000 miles. Honey Gold/Wimbledon White, black interior. HP 289, four speed, bucket seats. \$18,500. John, 509-921-1410. Spokane, WA.

1964 Falcon Futura convertible. Turquoise paint--looks good. six cylinder, 200 cu. in. 50K original miles. No rust. Second Owner. Located in Canal Winchester, OH. Asking \$12,500. Call Joe at 614-581-0130.

1964 Falcon Futuras, both 6 cyl., auto. Very straight and rust free. Black con-

vertible with red reproduction interior; nice car but tired engine. Also 1964 two door hardtop, wrecked driver door and rear quarter, has later engine and transmission. \$7500 for the pair. Bill, 530-878-0296. CA.

1963 Falcon Ranchero 170 6 cylinder rebuilt with 3 speed automatic split header with duals. Recent candy red paint great little truck and great on gas. Can email pics on request. \$4200. Call Mike, 210-626-2050. TX.



1962 two door Falcon. At 6 cyl 107 ci engine has been reworked. Starts and runs like new. Amateur restoration, extra doors and fenders and hood convey. \$3000 invested. \$1800. Don, 757-357-9133. SE VA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many

**1964-73
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FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

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Weatherstrip Kits

FREE SHIPPING*

Save money and time with these kits! No longer will you have to look for all the weatherstrip pieces you need to complete your project vehicle. We've done the work for you at substantial savings compared to purchasing items individually.

Sample of kit contents include hood-to-cowl seal, LH and RH door weatherstrip, both vent window weatherstrip, both pieces of division bar weatherstrip, back glass weatherstrip, and trunk weatherstrip. Please note that contents will vary depending on year and model. Please call for specific information about your vehicle.

Please note that items cannot be substituted, added to, or subtracted from these kits. Returns of individual items will be handled with replacements only. No partial refunds.

'63 2-Door sedan
WSKITFA63SD

\$465⁹⁵ kit

'63 convertible
WSKITFA63CV

\$779⁹⁵ kit

'64 - '65 2-Door sedan
WSKITFA64SD

\$480⁹⁵ kit

'64 - '65 2-Door hardtop
WSKITFA64HT

\$770⁹⁵ kit

Other kits available. Please call for more information.

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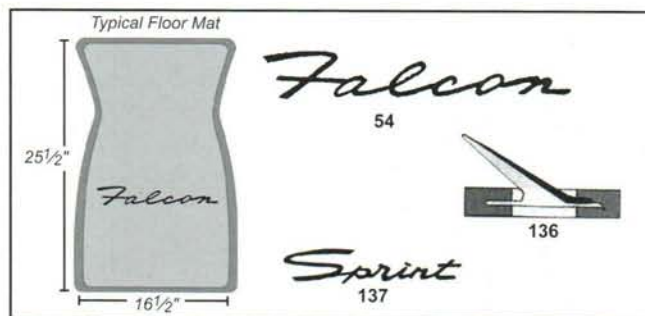
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Dk. Aqua (18)	Emberglow (19)	Gunmetal Gray (23)
Charcoal Gray (24)		

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Dk. Aqua (18)	Emberglow (19)	Gunmetal Gray (23)
Charcoal Gray (24)		

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Classified Ads (con't)

—Continued from page 10

extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

Rare 1962 Sport two door Futura. New Navy blue Landau top. Light blue paint. Buckets, console, 250 c.i., 6 cyl. auto with shift kit. Black plate California license. Rust free, no accidents. \$7000. OBO. No trades. Don Hobart, 661-270-1685. CA.

1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

Wanted: help from FCA members to locate a 1967 Futura Sports Coupe, or a 1965 Sports Futura two dr hardtop. Must be a 6 cyl. w/C4 auto. Want an original car, no rust, clean driver w/ 80,000 miles or less. Will consider all, but prefer anything except black or red. Willing to pay good price for the right car. Call or email Milt Robar, 256-488-9318, or rbrmil69@netzero.net. Evenings best. AL.

Falcon wanted: 1960 with VIN number below 105,000, in any condition. Merl Hayn, 574-892-6309 or shaynfamil@aol.com. IN.

Parts Wanted

I am looking for a three speed manual transmission for a 1961 Mercury Comet. Tony Landis, 574-875-6070 or Tonymlandis@aol.com. IN.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

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1966 200 CID Block & Head - Rebuildable clean core. \$100. 1963 3 Speed Tranny. Good original working

—Continued on page 23

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SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART TWO

Initial Inspection

When you first get a vehicle home you will probably want to drive it. In this case, with the right front fender crunched (not to mention winter time) it was not possible, it did get driven from across the street and up the driveway into the garage. The engine starts, the clutch and transmission work



A good cleaning was one of the first requirements.

(at least in first and reverse).

The bed was full of organic matter and other debris, fortunately, a 50° February day occurred shortly after the Ranchero's arrival and it got a good pressure washing inside and out.

The Ranchero came with Torque-Trust-D aluminum wheels with BF Goodrich Radial TA Tires, an extra set of tires and rims were included (original 13 inchers). The nicest surprise was an extra four speed shifter but that was offset by some of the bed trim being missing.

The left front fender, doors, hood, frame were rust free, the bed looked good, but there was some paint bubbling around the rear wheel wells. The vehicle had bend repainted at least three times so there would be four layers to strip off.

The interior was toast! The bucket seats were not original, the door panels, arm rests, headliner, sun visors and radio were gone. A hole was cut in the rear package shelf for a CD

player. Speaker boxes were fastened below the shelf and a large sub-woofer box was placed in the center between the seats. An amplifier was fastened to the top of the subwoofer. The floors had been repaired but at a substandard level.

The engine had chrome aftermarket valve covers and air cleaner (all rusty), a Ford cast iron 4 barrel intake with an Edelbrock carburetor and a Pertronix ignition module had replace the originals components. Because of the right front fender damage, the battery had been located to the foot well in the bed. A duel exhaust system, glass packs and short tail pipes that exited in front of the rear tires were fastened to the stock exhaust manifolds.

The door data plate matched the driver's side inner fender VIN number. The 260 V8 engine, four speed Borg-Warner



Each of my cars has a three-ring binder. Notice the manila envelope sticking out, that's where all the receipts go.

T-10 transmission and 3.25 8" rear axle were all date coded correct. Indeed this was a rare Falcon! According to Larry W. Blum, Jr. of Ford Falcon Ranchero Registry the estimated number of 1963 V8, four speed Ranchero's is about 135.

Developing a plan

After completion of the initial inspection a plan should be established. What is your objective for the finished vehicle; mostly original, custom, resto-mod? Once an objective is

—Continued on page 14

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

—Continued from page 13



Each three ring binder contains original brochures, magazine articles, instruction sheets that come with new parts, etc.

established, a list of parts required is a good idea. Divide the list into divisions that include exterior, interior, engine, suspension, brakes, tires and wheels, and paint and body.

List the required parts under each division. Identify which parts are available from local parts stores, which parts are in reproduction and sold by Falcon/Ford antique car parts vendors and which parts have to be found used. Some parts will need to be sent out for refurbishing. Bumpers and exterior trim may need to be sent to a re-platter. This requires lots of lead time, the bumpers for the Ranchero will be gone for at least 4 four months. Assess what work that you can do and what is beyond your skill level. After analyzing what parts are needed, what labor is required and what you can do yourself, add up the costs. Can you justify the investment?

Finally, if you are committed, get yourself a three ring binder to keep track of all you gather about your vehicle. A large envelope to put receipts in is also a good idea.

Next Month: Let the Work Begin

Dick Harrington (FCA #12563) of Delhi, New York is a Frequent Contributor to *The National Falcon News*.

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—Continued from page 4

We made our way on to Branson and met up with my sister Jerri, and Vern my Falcon loving brother-in-law. They own a 1961 Ranchero which is currently under irregular spurts of restoration. We also hooked up with ancient friends from high school who now live in Indiana. They are car folks who wanted to see what the big interest was in Ford Falcons. They ended up leaving for home wanting to buy one.

On Saturday we jumped in two separate vehicles and spent the day at the "show'n shine" in Springfield. It was truly an excellent display of Ford Falconry. We compliment the various Chapters for a smooth operation and a great show.

Here are a few of my favorites:



A great example of a '63 Ranchero.



This is my personal best of show. Very creative and finely crafted.



OMG, it's a trailer. I used to think I had car skills.



Hey, they like us. They're Ford people.

Later that night at the banquet, we enjoyed meeting so many nice folks. The Founders, Wheat State, Mid-America, Sooner State and Gateway Chapters put on a great show and a beautiful banquet and kept the presentations timed to a tee.

The best part of the evening for us however, was when Vern won the grand prize; a very generous donation from our friends at Dearborn Classics, of a full and complete interior restoration package. It just so happens that the single most important need for Vern's Ranchero at the moment, is a full and complete interior package. Thanks to Dearborn and thanks to the above mentioned chapters for all the fun.

Ted Boothroyd (FCA #6527) of Grand Junction, Colorado is a Frequent Contributor to *The National Falcon News*. He is also the President of the new Wild West FCA Chapter, based in Grand Junction, Colorado.

This gorgeous example of a “bone stock” 1960 Tudor was parked in the stock 1960–1963 Class at the 2008 Nationals in Springfield, Missouri. It simply demanded that several pictures be taken. I was amazed at how original it was. Everything was exactly as it should be—like being taken back in time.

I tried in vain to find the owner so pictures could be taken of them with the car. Finally, as I was leaving on the last day, contact was made with the owner Jeff Schira of Arlington, Texas. We talked a bit then and as we were both loading up, a deal was made to talk more over the phone. Jeff also sent the photo of him and Mary with the car.

Jeff and Mary Schira (FCA #6235) of Arlington, Texas, have been members for ten years. Jeff found this car on Craig's list two years ago. He made a great deal; the car was purchased basically as it is now. Jeff has only replaced the tires and painted the wheels. Jeff is inclined to keep the car correct in every way. He sees the historical aspect of his chosen hobby and feels it is important to keep originals just that way—original. He plans no modifications whatsoever.

Future plans for it are very simple; he will enjoy driving it and showing it so others can share in that enjoyment. When asked if his wife Mary drove the car, his answer was simple; he said it was really her car! He has another car that he calls his own. That is another story for another time.

It is always good news to me when I find a car that is a great original and will remain that way.

Thanks to Jeff and Mary both for keeping the history of this 1960 Falcon alive and well as an original for future generations of Falcon fans to enjoy.

—Submitted by Phil Barber (FCA# 1581)
Annapolis, Maryland



1960 Mint Green Survivor

Jeff and Mary Schira



Thanks to Our Frequent Contributors!

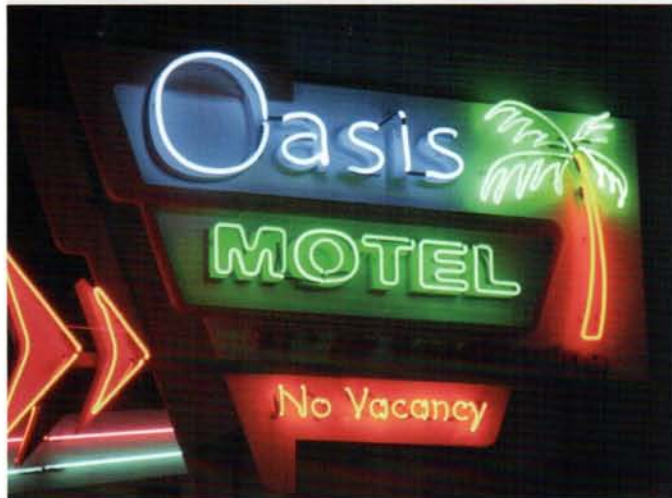
The Editor extends sincere thanks to the many Frequent Contributors to *The Falcon National News*. Dick Harrington, Phil Barber, Ted Boothroyd, Wally Till, Bill and Dillon Honor, Bill Hardin, Rainer Hantschel, Al Aiello, Bill Lind and others have repeatedly provided interesting content for the magazine, and we are all very grateful.

This is your magazine! Send some photos of your Falcon along with a few paragraphs about the Falcon—and you!

Please join our growing list of enthusiastic Frequent Contributors.

Do you have an article and some photos for *The National Falcon News*? Send them to the Editor, address on page 6.

National Show Field Tour



Photos by
Wally Till
(FCA #8655)



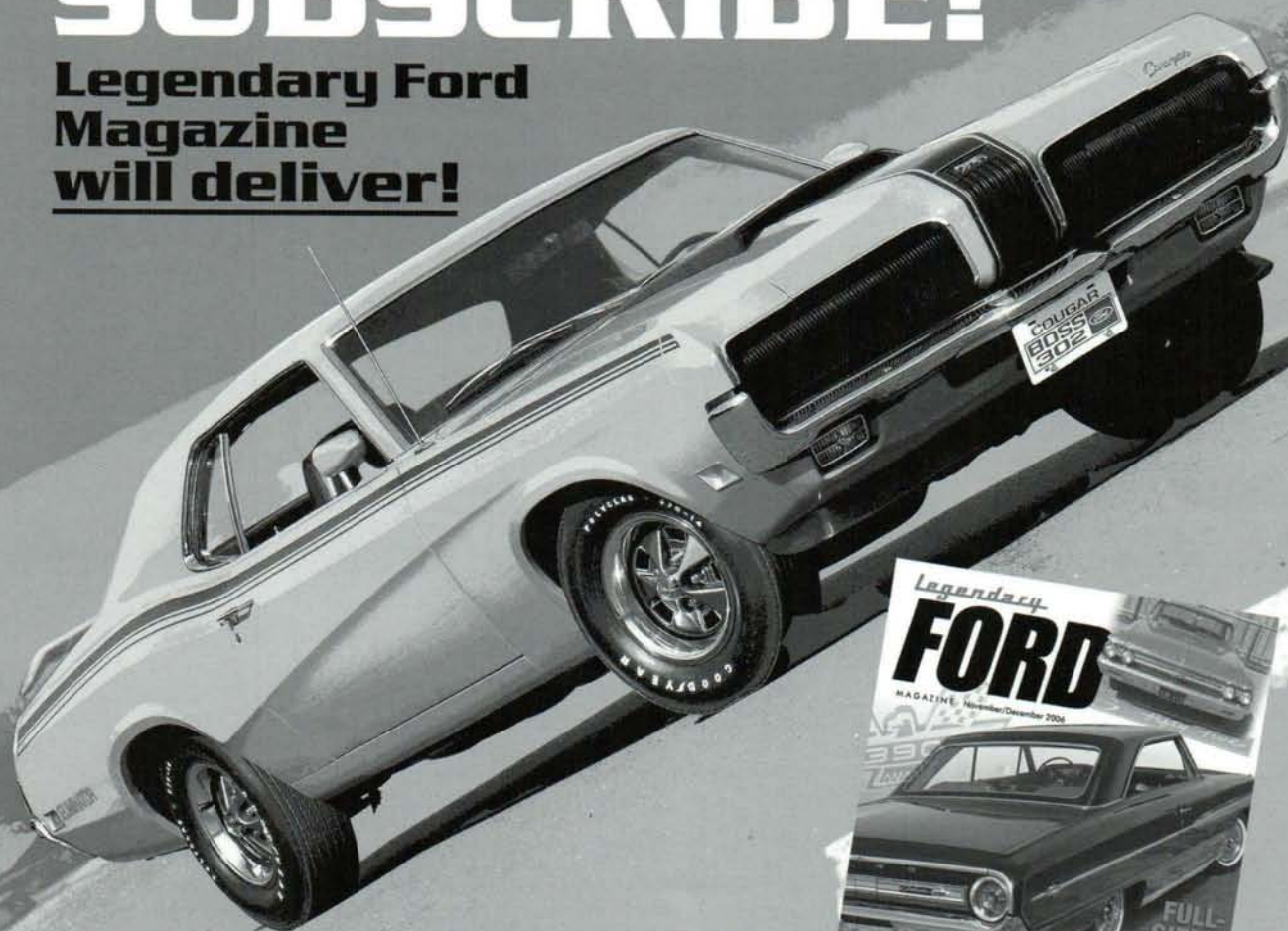
Wally's Tour

—Continued from page 19

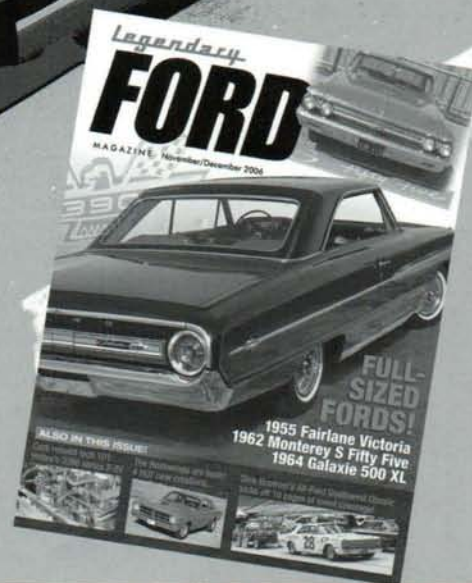


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MODIFYING FORD 221, 260, 289 CID V-8S FOR HIGH PERFORMANCE

—Continued from November 2008 issue

TIPS AND PRECAUTIONS FOR ALL ENGINES

Although the Cobra Kit line is actually a series of kits, they have been designed for maximum compatibility with each other. The kits provide a wide choice and also separate the equipment into *Street and Competition* or *All-Out Competition* packages. Development emphasis, however, has been for the enthusiast who uses his car for both normal street driving and occasional competition.

Factory clearances, stock High Performance camshaft and conventional mechanically operated distributor are used to obtain significant power increases. Nevertheless, certain preparations—as well as specific precautions—are desirable, no matter which engine you're working with.

- The Cobra dual-point distributor kit with solid wire spark plug leads should be installed to draw the best performance from any of the other Cobra Kits.
- For all-out performance, compound valve springs are necessary and should be matched as closely as possible using a spring tester and shim stock.
- A substitute or altered crankshaft assembly should be rebalanced before installation. If the heavy-duty clutch kit is used, it should be attached before rebalancing.
- For top efficiency, a dual exhaust system should be installed in place of the single one.
- The 289 High Performance connecting rods are desirable for modified 221, 260 and 289 2-V engines (rebalancing of the crankshaft assembly is required).
- The 289 4-V cylinder head and valve assembly may be used without the specially designed "eyebrow-ed" pistons if the correct stock head gaskets are used.
- When fitting 289 4-V cylinder heads to a 289 2-V, 260 or 221 inch block, be sure to use the stock gasket for the engine block, not the heads.
- The 289 4-V camshaft can be used in the 221 and 260 engines, and without the 4-V cylinder heads, but care must be taken to use the proper head gasket (proper for the block) to provide sufficient valve clearance.
- The 4-V High Performance cylinder heads are

stock, production line parts and are not ported, relieved or polished, but may be machined if desired.

- 289 High Performance exhaust manifolds are not recommended for Falcon installation; extensive reworking of the engine compartment is required.
- Remember to use standard head gaskets designed for the engine block. Thinner ones can cause serious valve and piston damage.
- The Cobra Combination Engine Performance Kit should not be used in cars equipped with automatic transmissions.

NOTES ON THE 221

Cobra Kits and other 289 High Performance equipment can be installed on the 221 CID engine to produce better than 200 horsepower. However, the smaller displacement of this engine will not allow the power boosts obtainable from highly modified 260 or 289 CID engines.

NOTES ON THE 260

The stock 289 4-V High Performance camshaft and solid valve lifters can be used with 260 cylinder heads, and the 289 4-V heavy-duty valve springs can be used with stock 260 retainers. Screw-in rocker arm studs are not necessary if operation is held below 6000 RPM.

Caution: The 260 CID cylinder block cannot be bored-out to equal the four-inch bore of the 289 CID block.

The Cobra Induction Kits should be used in combination with the 289 4-V camshaft kit and heavy-duty valve springs to best obtain maximum engine speed, power and reliability.

NOTES ON THE 289

Although the High Performance 289 V-8 is delivered with a 4-V carburetor, additional carburetion is available if premium performance is desired. Since many performance features are a part of this engine's standard equipment, modification is largely restricted to choosing the proper induction system for the type of operation planned for the car.

DYNAMOMETER TEST RATINGS

How to use chart below: Choose engine from top of columns at left if you are interested in horsepower—260 engine, Col. A—289 4-V engine, Col. B. Read down left hand column to select HP increase. Then determine components used to gain HP increase by

reading across to right. Code letter "A" indicates component listed above was used on 260 engine—code letter "B", component was used on 289 4-V engine. Columns at far right give peak torque obtained using same equipment.

STOCK RATING HORSEPOWER @ RPM		Heavy-duty Distributor spark plug leads	COAZ-12405-A (BF-32) spark plugs	Emission valve plugged	Cobra Cam Kit	Compound valve springs	Cobra Cylinder Head Kit	Reworked 4-V heads: ported, enlarged comb. chambers	Steel shim cyl. head gaskets	289 4-V High Performance Exh. Manifolds	Competition (tubing) exh. headers	4-V (1-V) Induction Kit	4-V (2-V) Induction Kit	6-V (3-V) Induction Kit	8-V (4-V) Weber Kit	Generator disconnected	STOCK RATING PEAK (lbs.-ft.) TORQUE @ RPM	
A	B																260 CID	289 CID (4-V)
141 @ 4500	232 @ 5500		B									B				AB	227 @ 2500	282 @ 4000
145 @ 4500	242 @ 6000	AB	AB	AB								B				AB	228 @ 2500	289 @ 3500
161 @ 5000	247 @ 5500	AB	AB	AB	A	A			B			B				AB	217 @ 3000	295 @ 3500
	249 @ 5500	B	B	B					B		B	B				B	228 @ 4000	296 @ 3500
205 @ 5500	276 @ 6000	AB	AB	AB	A	A			B		AB		B	A		AB	232 @ 3500	285 @ 4000
220 @ 5500	286 @ 6500	AB	AB	AB	A	A			B		AB	AB				AB	228 @ 3500	286 @ 4500
211 @ 5500	314 @ 5500	AB	AB	AB	A		A	B	B		AB			A		AB	230 @ 4000	286 @ 4500
207 @ 6000	345 @ 6500	AB	A	AB	A		A	B	B	A	B				A	AB	232 @ 3500	286 @ 4500
213 @ 6000		A	A	A	A		A				A					A	230 @ 3500	313 @ 5000
222 @ 5500		A	A	A	A						A	A					240 @ 4000	
225 @ 5500		A	A	A	A		A				A	A					244 @ 4000	

1. The 289 4-V engine used Autolite type BTF-1 (Ford Part No. C2AZ-12405-B) spark plugs up to 276 hp; higher readings were obtained using type BF-503.

**COBRA ENGINE AND DRESS-UP KITS ARE AVAILABLE THROUGH YOUR FORD DEALER.
FOR ADDITIONAL DETAILS CHECK AT YOUR DEALER'S PARTS DEPARTMENT.**

Classified Ads (con't)

—Continued from page 12

condition. \$100. 1961 3 Speed Tranny. Good original working condition. \$100. Dagenham four Speed and Shifter Box. Works but noisy. Rebuildable Core. \$150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. Will Email pictures. Prefer local pickup. Hudson Valley one hour North NYC. Rich 845-795-5778 or powerband@hvc.rr.com.

1965 289 engine 2V Hooker Headers w/4 C4. The engine is still in the car, you can hear it run. Price includes removal. \$450.00 John Mirretti #4689. For more details, 847-456-1691 or jmirretti@dps109.org. Wadsworth, IL.

Complete drive train, 1960 to 1970 for Falcons and Mustangs. Radiator, 200 cu in 6 cylinder engine, C4 auto transmission, drive shaft, Offy 200 cubic inch intake manifold with 3 F1 carbs and linkage. All covered and clean. \$400. for all. Alan Peters, Granbury, TX 817-573-3796.

For 1964-65 Falcon four door wagon; NOS right quarter panel. Original factory primer, in original, unused condition. \$275. + shipping. Francis Lieberth, 330-925-7111. OH.

1965 289 2V with Hooker Headers and a C4 tranny. The engine is still in the car so you can hear it run. Both the engine and tranny run great. \$450. OBO Please contact John Mirretti for more details at 847-456-1691. IL.

A set of four 1961 Optional 13" wheel covers. The ones that have 72 white depressions inserted into four sections, each having 18 depressions. Very nice condition, no dents or curb rash. \$80. I'll pay shipping in continental US. Phil Barber, 410-266-8271 or pbarberpr@asol.com. MD.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also

some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1964 Falcon two door hardtop parts: Pair of door windows, glass and frame, \$25.; left and right vent window frame assemblies with glass. \$25.; AM radio in working condition, \$40. Steve, 562-595-1876 or send email to SteveWT324@AOL.COM. CA.

Parting out 1965 Falcon 2 door Hardtop Futura. I have owned this car for 17

years. The frame rusted and I don't have the time or money to repair. Parting out complete car less engine and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular ford rearend, all interior and trim, lights, hoods, deck lids. Too much to list, please call for details. Everything must go. I can e-mail pictures. Gerald Dalton, 502 417-7959, or email 241dalt@bellsouth.net. Louisville, KY

1964-65 Falcon Parts: Drivers side door handle nice chrome, no rust or pits \$30.

—Continued on page 25

1960-1970 FALCON

Contact us for your Falcon parts. We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

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Specifications For Front Wheel Alignment—

1964 Falcon, Fairlane, Ford and Thunderbird

The following specifications are to be used when checking or re-setting the front wheel alignment for 1964 Falcons, Fairlanes, and Fords. Mustang front wheel alignment specifications are given on page 8 with the other Mustang information. The Checking Specifications give the allowable minimum and maximum limits that should be used to determine if the wheel alignment is satisfactory.

When the wheel alignment is not within the checking specifications the alignment should be re-set to the optimum specification.

All the checking and re-setting specifications for car lines are given with the vehicle at curb load conditions, which are as follows:

1. Radiator and crankcase full. 2. Jack, spare tire and wheel in proper position. 3. Front seat in rearward position. 4. All other excess loading removed. 5. The fuel tank must be full or weight equivalent to the gasoline required to fill the tank must be placed in the trunk, centrally over the gas tank area.

You may estimate the weight required at the rate of 6 lbs. per gallon of gasoline.

Data on king pin angle and turning angles is intended primarily for use in major crash repair and is not part of a normal wheel alignment check.

FRONT WHEEL ALIGNMENT SPECIFICATIONS—ALL CAR LINES

CAR LINE	CHECKING SPECIFICATIONS			OPTIMUM RE-SETTING SPECIFICATIONS Desired Alignment
	MINIMUM	MAXIMUM	Maximum Variation Between Wheels	
FALCON				
Caster.....	$-1\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$
Camber.....	$-1\frac{1}{4}^{\circ}$	$+1\frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$
Toe-In.....	$\frac{1}{4}$ in.	$\frac{3}{4}$ in.	—	$\frac{1}{2}$ in.
King Pin Angle.....				$7\frac{1}{4}^{\circ}$ (at $+1\frac{1}{2}^{\circ}$ Camber)
Turning Angle of Outside Wheel With Inside Wheel Turned 20°				
6 Cyl. Engine—Std./Steering.....	19°	$19\frac{1}{2}^{\circ}$	—	$19\frac{1}{2}^{\circ}$
6 Cyl. Engine—Power/Steering.....	20°	$20\frac{1}{2}^{\circ}$	—	$20\frac{1}{2}^{\circ}$
V-8 Engine—Std./Steering.....	$18\frac{1}{2}^{\circ}$	19°	—	$18\frac{1}{2}^{\circ}$
V-8 Engine—Power/Steering.....	$18\frac{1}{2}^{\circ}$	19°	—	$18\frac{1}{2}^{\circ}$
FAIRLANE				
Caster.....	-1°	$+1^{\circ}$	$\frac{1}{2}^{\circ}$	0°
Camber.....	$-1\frac{1}{4}^{\circ}$	$+1\frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$
Toe-In.....	$\frac{1}{4}$ in.	$\frac{3}{4}$ in.	—	$\frac{1}{2}$ in.
King Pin Angle.....				$7\frac{1}{4}^{\circ}$ (at $+1\frac{1}{2}^{\circ}$ Camber)
Turning Angle of Outside Wheel With Inside Wheel Turned 20°	$17\frac{1}{2}^{\circ}$	$17\frac{1}{2}^{\circ}$	—	$17\frac{1}{2}^{\circ}$
FORD				
Caster.....	-1°	$+1^{\circ}$	$\frac{1}{2}^{\circ}$	0°
Camber.....	0°	$1\frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$
Toe-In.....	$\frac{1}{4}$ in.	$\frac{3}{4}$ in.	—	$\frac{1}{2}$ in.
King Pin Angle.....				$7\frac{1}{4}^{\circ}$ (at $+1\frac{1}{2}^{\circ}$ Camber)
Turning Angle of Outside Wheel With Inside Wheel Turned 20°	$17\frac{1}{2}^{\circ}$	$17\frac{1}{2}^{\circ}$	—	$17\frac{1}{2}^{\circ}$
THUNDERBIRD				
Caster.....	$-1\frac{1}{2}^{\circ}$	$-2\frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ}$	$-1\frac{1}{2}^{\circ}$
Camber.....	0°	$+1\frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ}$	$+1\frac{1}{2}^{\circ}$
Toe-In.....	$\frac{1}{4}$ in.	$\frac{3}{4}$ in.	—	$\frac{1}{2}$ in.
King Pin Angle.....				$7\frac{1}{4}^{\circ}$ (at $+1\frac{1}{2}^{\circ}$ Camber)
Turning Angle of Outside Wheel With Inside Wheel Turned 20°	$18\frac{1}{2}^{\circ}$	19°	—	$18\frac{1}{2}^{\circ}$

NOTE: All checking and re-setting specifications with vehicle at curb load.

Classified Ads (con't)

—Continued from page 26

Information Wanted

I need advice on a water leak on my 1965 Falcon Futura under the dash. There are rust holes. Someone with Falcons must have had this problem to correct. Haven Paxton, 4039 Riverside Dr., Brunswick, GA. 916-280-9641.

Miscellaneous For Sale

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\$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077.

Alex@books4cars.com.

Phil Barber's Springfield Sightings: The Family Roadster

Field Correspondent Phil Barber got the scoop on this highly awarded Falcon at the Springfield 2008 National Meet. He interviews Mike and Sonja Ryan of Paducah, Kentucky about their highly customized 1960 refabricated Falcon.

At this year's FCA convention there were many very nice cars, but here's one that really stood out. Many of us were drawn to it because it was unusual, simple in concept, yet had many interesting design features.

After going back to look at it in the modified sedan class several times, I finally caught up with Mike and Sonja so I could take some photos and get the story on the car.

Mike got the idea for this car in 1972, just discharged from the Army. While at a Professional Drag Race event in Tulsa, Oklahoma, he saw a similar car and knew right then that he had to have one. Finally in 1991, he started on one, but did not get to finish it, as other priorities came his way.

Four years ago he got another opportunity when a 1960 four door sedan fell into his hands. Mike and his father-in-law, Mitch, began work on it. Mike's wife, Sonja, also is very much into the hobby and lent much support to the project. Sadly, Mitch passed away before he could see the finished product. "In Memory of Mitch" is painted on the dash as a reminder of how much Mitch contributed during construction.

Here are the details. The roof was removed, then the front half of the front doors and the rear half of the rear doors were welded together. Where the door glass usually is, Mike welded in one inch boxed steel, smoothed it all down with a grinder, used a little filler making some real nice window sills.

—Continued on page 30



First in Class Modified Sedans
Best Modified
Ladies Choice



Phil Barber's Springfield Sightings

—Continued from page 29



DETAILS

Paint Color

- Plum Crazy Purple Metallic base coat with metal flake and pearl added, followed by two coats of clear and a lot of polishing.

Interior

- All metal paint color is the same as the exterior having purple and white bucket seats. The vehicle has no top—hard or soft.

Running gear

- 1965 Mustang with 2.80 rear narrowed one and a half inches.

Engine/transmission

- 302 with headers, 4 BBL, and electronic ignition with a C4 transmission.

Sonja and Mike Ryan: The Family Roadster

The rear seat area was removed and the rear end assembly was moved forward until it fit proportionately to the rear of the arc in the now remade doors. Mike emphasized that it is 99% steel with only enough filler to make everything look smooth.

Above the windshield a length of one inch round steel was welded in between the two roof layers, which forms a nice rounded-off roadster style frame. The interior has a newly formed steel transmission tunnel that runs the length of the interior.

Mike's day job is in the construction industry as a heavy equipment operator. With this accomplishment, it appears that he is a great welder too. The pictures display this handiwork far better than can it be explained in writing. Having said that, I'd like to note that the pictures don't do it justice—it looks better in person.

Mike and Sonja were told they could join the FCA once they arrived in Springfield. We got them an application, they filled it out and I mailed it in for them and they are now new members, FCA #13303.

Since April 2008 when the car was completed Mike and Sonja have taken the unusual Falcon to eight shows and received an award each time. They did well at this event also—they won First in Class (Modified Sedans), Best Modified, and the prestigious Ladies Choice Award. That is certainly a testament to all of Mike and Mitch's hard work and a fitting reward and welcome to the Falcon Club. Mike and Sonja both thoroughly enjoyed their first Falcon Club event and look forward to attending many more. We hope to see a lot more of them in the future.

—Submitted by Phil Barber
(FCA #1581)
Annapolis, Maryland



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Bottom View

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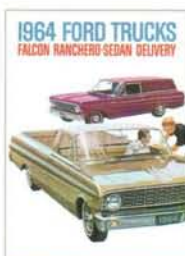
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